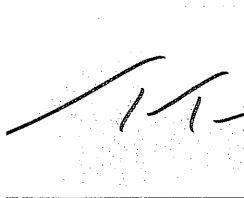


RECEIVED
JUN 26 2006**MOFFETT PARK**

BUSINESS & TRANSPORTATION ASSOCIATION

Thursday, June 23, 2006

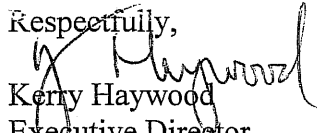
RE: Letter of Support for the City of Sunnyvale 2006 Bicycle Plan Update

The Moffett Park Business and Transportation Association (MPBTA) is a nonprofit, membership-based organization whose member companies include Jay Paul, Juniper, Labcyte, Lockheed Martin, Menlo Equities, Network Appliance Inc., City of Sunnyvale and Yahoo. MPBTA commits itself to the improvement of the quality of life for the employers and employees of Moffett Park through programs that reduce fuel consumption, improve air quality and increase mobility.

As a commute option, biking aligns with the objectives of the MPBTA. The single largest detriment to employees bicycling to Moffett Park is the absence of a safe bicycle route to their worksite. Such plans as the Borregas Avenue and Mary Avenue bicycle – pedestrian bridges and the completion of the Bay Trail will address this concern and encourage the use of bicycles as a commute option. Hence, all of Sunnyvale residents and Moffett Park area employees benefit with less people in their cars to create traffic congestion and environmental hazards. This is just one example of the numerous benefits of the Bicycle Plan.

Therefore, MPBTA encourages the City of Sunnyvale to adopt the final draft of the 2006 Bicycle Plan.

Respectfully,


Kerry Haywood
Executive Director

cc: MPBTA Board of Directors

Dieckmann Cogill - Fwd: [SVBC] BPAC heaven?

From: Thomas Mayer <[REDACTED]>
To: Dieckmann Cogill <DCogill@ci.sunnyvale.ca.us>, Jack Witthaus <jwitthaus@ci.sunnyvale.ca.us>
Date: 6/24/2006 9:19 AM
Subject: Fwd: [SVBC] BPAC heaven?

Begin forwarded message:

From: [REDACTED]
Date: June 23, 2006 6:44:25 PM PDT
To: bikes@svbcbikes.org
Subject: [SVBC] BPAC heaven?

I went to the Sunnyvale BPAC meeting Thursday night and experienced the answer book of BPAC venues, I think.

The BPAC was doing final edits to the Sunnyvale Bike Plan somethingorother.

The document was a wealth of info and strategies for improving bicycling throughout the city. John Ciccarelli wrote it, I think.

It can be found at biking.insunnyvale.com - click on Bicycle Plan Update

The document had a section with most all of the Capital Road Projects listed. There were some key tweaks done to the Plan, on the spot and adopted by the committee, to put bikes on an equal footing with other traffic.

Things have been happening on a regular basis in Sunnyvale to improve bicycle access and haven't had to wait on City policy to catch up, however.

The meeting was efficient and well run. Staff was receptive to committee input and the committee members well represented the whole city with a lot of bicycling experience.

The Plan was also very keyed into connections with neighboring cities.

bikes@svbcbikes.org mailing list

To unsubscribe from the SVBC discussion list or change your options, please visit <http://lists.svbc.dreamhost.com/options.cgi/bikes-svbc.dreamhost.com/>.

You can also unsubscribe via e-mail by sending a message from your subscribed e-mail account to subscribe@svbcbikes.org with the word 'unsubscribe' in the subject or body--don't include the

quotation marks. You will be asked to confirm your request to unsubscribe for security reasons.

List information:

<http://lists.svbc.dreamhost.com/listinfo.cgi/bikes-svbc.dreamhost.com>

Page

- 13 Show W. Moffett Bike Path (along end of runway & LRT line)?
- 13 Show Baylands " " Lawrence to Gold next to 237
- 20 Add sidewalks both sides of Tasman
- 16/17 \$56 Note that Mary Bridge for car traffic will destroy Mary as a bike route - entire length!
- ✓ * Sign/show Park Path + Juan St. way to connect to 101 Poc
- 31 Add Station access from northside @ Mathilda
- ? Is Mathilda Bridge makeover left out?
- 34 Bike racks are needed at all LRT stations
- 35 Add w. Moffett access to Moffett LRT + sidewalks
- 38-40 Add bus stop "nodes" need bike racks, esp. ECR @ Wolfe.
- various Add/Replace "widening" can equal "parking pockets" (global edit/replace)
- ✓ 56 * w. Moffett - just do it!
- ✓ 60 * green route - Thank you Thank you Thank you!
- ✓ 77 * Road diet conversions (4 to 3 lane) Thank you Thank you Thank you!
- 52 \$22 \$73 Add Poc over Hwy 85 (at the Dalters?) replacement to comply with ADA, improve bicycle/ped conditions, & facilitate Freeway bottleneck elimination Aux. Lane N.B.
- 35 Lockheed Martin Way is now Innovation Way
- ✓ 67/100 * Add Compliance to ACR211 for all road projects to BP, B4

Submitted by Jim Stallman

jim.e.stallman@lmco.com

* Comments only, no change suggested.

From: "Kevin Jackson" <[REDACTED]>
To: <[REDACTED]>
Date: 5/25/2006 8:40:07 PM
Subject: Picking nits

Hi, John-

Here are a few things that were too minor to mention at the meeting, so I do it here 'cuz I just can't help myself. All references are based on Draft 7 of the bike plan:

- Page 3, Recent history, second sentence: "... residences and workplaces to in Moffett Park ...": Delete "to"
- Page 38, Civic buildings: City Hall has a second 2-door locker in the Garden Conference Room area
- Page 40, Section 2.6 Safety: second paragraph says "... analysis of *four* years of bicycle-involved crash data ...". The following paragraph says "... bicycle-involved collisions for the 3-year period from July 1999 through June 2002 ...". Tables 2.11 through 2.15 are consistent with the latter 3-year span.
- Page 42, Table 2-14 shows 8 collisions in the "Dusk or Dawn" category, which appear to be included in the second sentence following the table: "... analysis of the 25 after-dark crashes ...". Should "Dusk or Dawn" crashes be counted as "after-dark"?
- Page 44, City bicycling webpage, first sentence: "... has an informational webpage bicycling resources ...": add "of" in front of bicycling
- Page 47, Annual bicycle safety rodeo at Health & Safety Fair, third bullet point: change "Fee bicycle inspection" to "Free bicycle inspection"

And these are a couple I think I did mention, but it had already been a very long day so just to be safe here they are again:

- Page 6, second sentence after Table 1.2: Reference to Figure 1.2 should be Figure 1.1
- Page 30, Table 2.7: If "Bike spaces" = "Rented" + "Available", then the numbers for both stations don't add up correctly

Looks great so far – I'm eagerly awaiting the final draft!

Kevin

"In a major matter, no details are small." Jean Francois Paul de Gondi

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Dieckmann Cogill - Svale Draft Bike Plan

From: jack & jane lueder <[REDACTED]>
To: <dcogill@ci.sunnyvale.ca.us>, Kevin Jackson <kjbiker@netzero.net>
Date: 6/19/2006 7:39:05 PM
Subject: Svale Draft Bike Plan

Hello. Jack Lueder here.

I'm on the City of Santa Clara Bike Advisory Committee, so, I looked with interest at your Draft Bike Plan. An excellent document !

In my short review of the page (pg 8) dealing with the connections between CSC and CSvale I noted what I think is an error. The Table on that page details the connecting bikeways and wrongly says:

Calabazas Creek east levee	Path	Sunnyvale has a path on the west levee of Calabazas Creek. A bridge connects the two paths just south of the John W. Christian Greenbelt.
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As I have ridden the Calabazas Creek in the last week, I find the West Levee is occupied by an access road closed to bicyclists. And, the East Levee is occupied by a blacktop paved path which has signs listing the City of Sunnyvale and the Water District as the agencies responsible. This East Levee path is discontinuous at the cross streets, not quite a useful Class I facility. It is however, a vast improvement over last year's East Levee condition where all the gates were locked.

Thanks for a great Plan, can I get a copy for my BAC, we meet next on 28 June ?

Regards, Jack Lueder

Open Letter to Sunnyvale BPAC committee and city staff

From Patrick Grant, Sunnyvale 6/15/2006

Subject: Response to the 2006 Bike plans. Plan projects selection and priorities is inconsistent with the Bay Area MTC safety index criteria and need considerable revision in projects and criteria. Bike direction is misguided.

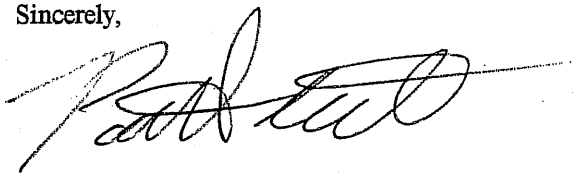
The proposed 2006 Bike Plan, though a very professional detailed plan, fails to meet the Bay Area MTC safety index criteria outlined in MTC Regional Bicycle Plan Safety,

http://www.mtc.ca.gov/library/2001_rtp/downloads/bike/final_plan/toolbox-safety_index.doc

If the plan would be modified to define and prioritize according to the MTC safety standards the city would have much safer bike routes, and I am convinced for less money and with better traffic flow (as bikes weaving in and out retard traffic flow considerably). As a council person recommended, it is critical that the committee members as a block take control and proactively and assertively insist the criteria of the MTC safety guidelines are met, and not to let the traffic department staff department or the long standing chair compromise the standards as they have repeatedly done so. I urge the BPAC membership review the entire 2006 bike plan and change it to meet the spirit and the letter of the Bay Area MTC safety index criteria.

To facilitate the revision of the 2006 bike plan, attached is a section of the MTC guidelines and sections from other correspondence that I wrote just after a colleague of mine was killed riding on class III route at NASA. Priority should be seeing that city to city routes of MTC 1 or 2 be completed without breaks (This has been poorly pursued so far as shown in attachments)

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Grant', with a long horizontal line extending to the right.

Patrick Grant